

Corridor Working Group Meeting – Meeting Summary

May 16, 2006

1:30 – 3:30 p.m.

WSDOT Kent Offices

21851 84th Avenue South, Kent, 98032**Attendees:****WSDOT**Mark Bandy
Ed Barry
Carol Hunter**City of Kent**Cathy Mooney
Steve Mullen**City of Auburn**Dennis Dowdy
Roger Thordarson**Washington State Patrol**

Dave Sherf

City of Sumner

Bill Shoemaker

Port of Tacoma

Dick Dorsett

King County

Paul Takamine

City of Renton

Keith Wolley

PSRC

Mike Cummings

PerteetMichael Booth
Jeff Lundstrom
Michael Stringam**EnviroIssues**

Kristine dos Remedios

Pierce County

Cindy Bui

Welcome and Introductions*Carol Hunter, WSDOT*

Carol Hunter, WSDOT, welcomed the group and thanked them for coming. She asked the members to introduce themselves and the organization or agency they were there to represent.

Approve March 21st Meeting Summary*Carol Hunter, WSDOT*

Copies of the March 21st meeting summary were sent to the partners via email before the meeting and a hard copy was provided at the meeting. Carol asked for comments on the summary and there were none.

HOT Lanes Phase II*Carol Hunter, WSDOT*

Carol asked the group for their permission to move the HOT Lanes Phase II update to the beginning of the agenda and to keep the HOT Lanes update as the first agenda item for each meeting in the future. Lieutenant Dave Scherf from the Washington State Patrol will join the CWG to get the latest information on the HOT Lanes project and it is important to get him back out in the field as fast as possible.

SR 167 Corridor Plan, Environmental Assessment, and HOT Lanes Pilot Project

Carol said that the planning phase for the HOT Lanes project has been completed and the environmental work is almost done. The team is now moving into the design phase. Patty Rubstello will be the new project manager as the project goes through design review and into construction.

WSDOT is also competing in the PSRC STP grant process in order to get an additional \$1 million for the HOT Lanes project. With the updated cost estimates with the additional design work completed, the team decided that it needed to pursue this additional \$1 million in funding to cover the cost of the project.

Carol said that the team has also been working on a video about HOT Lanes. A series of chapters will be developed in order to combine and customize chapters for the audience. The first chapter explains how a typical driver on SR 167, named Rachel, sets up an account and uses the SR 167 HOT Lanes. Carol played the video for the CWG members to get their feedback.

Carol also noted that the team has identified areas after the transponder readers for enforcement of the HOT Lanes and WSDOT is looking into getting handheld devices for the WSP to use to verify that status of a driver's transponder. The transponders will also be white which is easily visible to the WSP and other drivers. Carol said that enforcement of the double white line will also be important to the success of the HOT lane project.

Discussion:

- Lieutenant Scherf asked if the team had thought about how to handle traffic collisions or stalled vehicles blocking the HOT Lane. Carol said that WSDOT has a request into the legislature for increased incident response support. Some of the toll revenue will also go towards additional enforcement and incident response in the HOT lane.
- Dennis Dowdy asked how an HOV would be able to shield their transponder when they are a carpool. Carol said that TransCore, the company who developed the transponder, has been charged with demonstrating how the transponders can be turned on and off.
- Cathy Mooney asked if the transponders would also be distributed at grocery stores or convenience stores in addition to the Internet or phone. Carol said that the Tacoma Narrows Bridge project is looking into various ways to distribute the transponders, as they are the first project that will use the universal "Good to Go" system. They are thinking about investing in a mobile customer service van to ensure wide distribution of the transponders.
- Dennis asked if the toll account would be like a monthly bill. Carol said that when a user opens an account, a minimum balance would need to be added to their account to activate it. Once the account balance falls below a certain dollar amount, the account will be recharged by automatically charging the user's credit card or bank account.

Traffic Model Report

Michael Stringam, Perteet

Michael Stringam provided the group with handouts that included maps of the bottleneck projects that will likely be built within the 2010 and 2020 planning horizons, and the corridor options that may be built within the 2030 planning horizon. He reviewed each of the eight bottleneck options and four corridor options in detail.

Bottleneck projects:

- Bottleneck 1 – Add southbound HOV lanes from 8th to Ellingson
- Bottleneck 2 – Add northbound HOV lanes from 15th to the county line and southbound HOV lanes from Ellingson to the county line
- Bottleneck 3 –
- Bottleneck 4 – Add northbound and southbound general purpose lanes from 180th to 84th
- Bottleneck 5 – Add northbound and southbound auxiliary lanes from SR 516 to 277th
- Bottleneck 6 – Add missing ramps at SR 18 interchange
- Bottleneck 7 – Improve Carr Road/ 43rd/ 180th Street interchanges
- Bottleneck 8 – Improve SR 410/ SR 512 interchanges

Bottlenecks 1, 2, 4 and 5 are included in the 2010 bottleneck project list and bottlenecks 3, 6, 7 and 8 are included in the 2020 bottleneck project list.

Corridor options:

- Option 1 – Two general purpose lanes and one managed lane in each direction with a reversible managed lane and auxiliary lanes in some segments
- Option 2 – Two general purpose lanes and two managed lanes with auxiliary lanes in some segments
- Option 3 – Three general purpose lanes and one managed lane in each direction and one reversible managed lane
- Option 4 – Three general purpose lanes and two managed lanes in each direction

Corridor options 2 and 4 will be carried forward for modeling, as they are similar to options 1 and 3 but provide more benefit for the cost of the improvements.

Michael also showed the results of the measured 2005 AM and PM peak traffic volumes and projected 2030 AM and PM peak traffic volumes on SR 167.

Interchange Options

Michael Stringam, Perteet

The team has held a series of workshops to focus on developing interchange options for three key interchanges along SR 167 that will need to be improved as

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traffic volumes increase on SR 167, including the 180th Street, SR 18 and SR 512/ SR 410 interchanges.

The results from the 180th Street and SR 18 interchange workshops were presented including the directional peak hour traffic volumes and the interchange configuration options and proposed street network changes developed to address those volumes. The team asked the CWG members for their initial reactions to each option at the meeting and asked them to review them in more detail with their staff and provide any comments to WSDOT.

Options for the 180th Street interchange include:

- Diamond interchange alternative from SR 167 to 180th Street
- SPUI interchange from SR 167 to 180th Street
- Partial cloverleaf with loop ramps in the northwest and southeast quadrants from SR 167 to 180th Street
- Partial cloverleaf with loop ramps in the northeast and southwest quadrants from SR 167 to 180th Street

Options for the SR 18 interchange include:

- Full cloverleaf interchange between SR 18 and SR 167
- $\frac{3}{4}$ cloverleaf interchange with northbound to westbound flyover between SR 18 and SR 167
- Partial cloverleaf interchange with northbound to westbound and southbound to eastbound flyover ramps between SR 18 and SR 167
- Partial cloverleaf interchange with eastbound to southbound local access between SR 18 and SR 167
- Partial cloverleaf interchange with eastbound to northbound and westbound to southbound flyovers between SR 18 and SR 167

The results from the workshop on the SR 512/ SR 410 interchange have yet to be compiled. When they are compiled, they will be given to the CWG members for their feedback. WSDOT will also meet with staff from Puyallup and Sumner to go over the interchange options in more detail. At this workshop, the team noted the large volume of traffic that uses the SR 512 to SR 167 to SR 410 connection to move east and west.

Discussion:

- Carol said that WSDOT has met individually with the local jurisdictions to discuss the interchange options for the interchange closest to their jurisdiction.
- Cathy Mooney asked if transit was considered in any of these options. Michael said the team would get to that level of detail once the options are narrowed down.
- Cathy Mooney mentioned the Great Wall Shopping Mall located on 84th. The owner has been requesting increased transit service and access for his

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customers and will be greatly opposed to any interchange option that cuts off 84th from the main street network.

- Steve Mullen asked the team to think regionally about the highway network and how each of these improvements on SR 167 may affect other routes and projects to the north and south, and east and west, of the corridor
- Michael Cummings asked if the traffic analysis was unconstrained for the entire network. Michael Stringam said yes.
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Stage 4/5 Corridor Improvements

Michael Booth, Perteet

Michael said that the discipline reports for the Environmental Assessment (EA) of the project would be 50% complete by the end of May. This will include a project description and an existing conditions analysis. The team believes that the project may have some wetland buffer impacts but will likely avoid any impacts to wetlands. An analysis of ditches in the project area has yet to be completed. RW Beck has been brought on to conduct the stormwater analysis and design. The project team will complete the Draft EA by January 2007.

Other Issues

Carol Hunter, WSDOT

Carol noted that Loren Sand was not at the meeting. Loren retired as of May 12th and Michael booth will replace Loren as the project manager for the Corridor Plan project. Jeff Lundstrom will take the lead on the HOT lanes project as well as the Stage 4/5 EA.

Next Meeting: 6/20/06, 1:30 – 3:30 p.m.

WSDOT Kent Maintenance Center
26620 68th Avenue South, Kent 98032